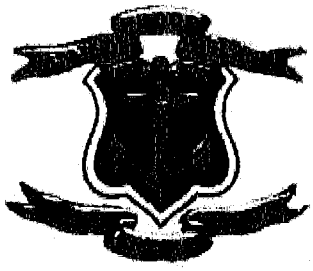

STATE OF RHODE ISLAND
DIVISION OF PURCHASES
8/24/12

RFP 7449444PH2 Design/Build Services for Replacement of Arcadia Management Area Bridges - Exeter, Rhode Island

The Division of Purchases, through the Department of Transportation, issued the attached Request for Proposal in its entirety to the five short-listed vendors previously posted on the website 5/14/12, which is also attached. The short-listed vendors resulted from the initial 7449444 Request for Qualifications due on 3/9/12 at 11:30 a.m.

The RFP submission date and time was 8/15/12 at 11:30 a.m.
Five timely responses were received as follows:

Aetna Bridge Co. /Maguire Group Inc.
Cardi Corporation/Steere Engineering
Manafort Brothers Inc. /Parsons Brinckerhoff, Inc.
MAS Building & Bridge, Inc./Pare Corporation
Northern Construction Services LLC/Vanasse Hangen Brustlin Inc.

Copies of each technical proposal were forwarded to the Department of Transportation and the Technical Review Committee will evaluate each proposal in accordance with the weighted criteria identified in the Request for Proposal. The cost proposals remain sealed at the Division of Purchases and will be publicly opened on September 28, 2012 at 11:30 a.m. at the Division of Purchases, One Capitol Hill, 2nd Floor, Providence, RI.

Solicitation# 7449444 – OPENED 3/9/12 @ 11:30 A.M.
DESIGN/BUILD Services For The Replacement of Arcadia Management Area Bridges, Exeter, RI

The following Teams (in alphabetical order) have been selected to proceed to PHASE II (Request For Proposals):

PHASE II – QUALIFYING FIRMS

- **AETNA BRIDGE CO. / Maguire Group, Inc.**
- **CARDI CORPORATION / Steere Engineering Inc.**
- **MANAFORT BROTHERS, INC. / Parsons Brinckerhoff, Inc.**
- **MAS BUILDING & BRIDGE, INC. / Pare Corporation**
- **NORTHERN CONSTRUCTION SERVICES LLC / Vanasse Hangen Brustlin, Inc.**

REMAINING RESPONDENTS (PHASE I)

- **ADS CONSTRUCTION INC. / Geisser Engineering**
- **WILLIAM ANTHONY EXCAVATING, INC./ D'Amico Engineering Technology**
- **D'AMBRA CONST. CO., INC. /Garofalo & Associates, Inc.**
- **GM2 ASSOCIATES, INC. / Arborio Corporation**
- **J. H. LYNCH & SONS, INC. / Simpson Gumpertz & Heger, Inc.**

Rhode Island Department of Transportation

BID NO. 7449444

DESIGN/BUILD Services For
Replacement of Arcadia Management Area Bridges,
Exeter, Rhode Island

REQUEST FOR PROPOSAL

TABLE OF CONTENTS

1.0 INTRODUCTION

Requests for Proposals (RFP) are hereby issued by the Rhode Island Department of Transportation (RIDOT) to short-listed DESIGN/BUILD Teams (D/B Team) to value engineer the design and to construct the Replacement of Arcadia Management Area Bridges (3) located in Exeter, Rhode Island (PROJECT).

This RFP is issued on a fixed price/ fixed term basis in accordance with the design/build procurement provisions of Rule 8.11 *"CONSTRUCTION CONTRACTING MANAGEMENT"* of the State Procurement Regulations.

1.1 *PROCUREMENT SCHEDULE*

The following dates are anticipated procurement milestones:

Advertise RFQ On-Line	**February 1, 2012**
Pre-Proposal Meeting	**February 17, 2012**
SOQ Due DATE	**March 14, 2012**
Shortlist Notification Posted On RIVIP	**May 15, 2012**
Issue Request for Proposal	**June 22, 2012**
MANDATORY Technical Meeting **RIDOA/ Division of PURCHASES** **2nd Floor, Conference Room "B"** **One Capitol Hill** **Providence, RI 02903**	**June 28, 2012**
Deadline for e-mailed Q&A	**July 25, 2012**
RFP Due	**August 15, 2012**
MANDATORY Interview/Presentation	**WEEK OF August 20, 2012**
"TENTATIVE" Public Opening of Price Proposals	**September 28, 2012**
Contract Award	**October 12, 2012**
Notice to Proceed	**October**

1.2 *PROJECT DESCRIPTION*

The PROJECT is located in the state-owned Arcadia Management Area (North-Route 165) in Exeter, Rhode Island and includes the design and construction of replacement structures for the following THREE (3) existing bridges described as follows:

- **Falls River Bridge:** This bridge includes two spans, approximately 34 feet long and 22.5 feet wide, steel stringers with wood plank decking and wooden railings; abutments, walls and intermediate pier are primarily stone masonry with some concrete masonry.

- **Frosty Hollow Road Bridge:** This bridge includes one span, approximately 22 feet long and 15.5 feet wide, timber stringers with wood plank decking and wooden railings; abutments and walls are primarily stone masonry with some concrete masonry.

- **Midway Bridge:** This bridge includes one span, approximately 32 feet long and 16 feet wide, steel stringers with wood plank decking and wooden railings; abutments and walls are primarily stone masonry with some concrete masonry.

The PROJECT will consist of removing the existing bridge superstructures and substructures down to existing beam seat elevations, constructing new abutments and walls behind the existing abutments, and constructing new superstructures. All existing abutments, and the existing intermediate pier at Falls River Bridge, shall remain in place to the maximum extent possible. Each new bridge shall be designed and constructed as a single span structure incorporating Geosynthetic Reinforced Soil-Integrated Bridge System (GRS-IBS) technology. Geosynthetic Reinforced Soil (GRS) Integrated Bridge System (IBS) technology uses alternating layers of compacted granular fill material and fabric sheets of geotextile reinforcement to provide support for the bridge. GRS also provides a smooth transition from the bridge onto the roadway, and alleviates expansion joint problem caused by uneven settlement between the bridge and approaching roadway. The technology offers unique advantages in the construction of small bridges. The GRS substructures shall have modular facing elements. The IBS superstructures shall have timber wearing surfaces and open, timber bridge railings to harmonize with the natural settings. Superstructures shall be prefabricated to the maximum extent possible. Superstructure widths shall provide a clear width between curbs/bridge rails approximately equal to the existing bridges; there are no existing or proposed sidewalks. Each replacement bridge must minimize changes in roadway profile and approach work to the greatest extent possible. Limits on approaches shall be to the extent necessary due to the bridge replacement activities. Disturbed areas of roadways shall be re-graded with gravel to match the existing roadways. Railings/guardrails shall be provided on approaches as required, shall be of timber construction, and shall provide a smooth, continuous transition to the bridge railings.

These particular bridge structures were selected by RIDOT due to their limited size/ capacity and rural location which will limit traffic volume and congestion during construction. RIDOT preference is for D/B Teams to utilize both GRS/IBS technologies on all three (3) bridges; superstructure must be pre-fabricated designs that are compatible with proposed GRS/IBS substructure design.

Bridges (including GRS/IBS) shall be designed for a 75 year design life.

Only one bridge will be allowed to be closed for replacement at any time; traffic will be detoured while the closed bridge is being replaced. RIDOT will impose a maximum **5-DAY CLOSURE period** for any bridge constructed under this Contract. All materials for a replacement bridge shall be fabricated, secured and ready for use before an existing bridge will be allowed to be closed. The **FROSTY HOLLOW BRIDGE** location shall be the last bridge scheduled for construction; replacement of the remaining two bridges may be scheduled in order of preference by the successful D/B TEAM.

Also, replace small culvert south of Frosty Hollow Bridge.

In accordance with the State's Amended *Procurement Rules & General Conditions of Purchase* as amended February 2011, Liquidated damages shall be assessed as defined by Section 12.108.1000 **for each bridge** not completed within its' contracted time frame as submitted in the Design-Builders Proposal. ***Liquidated Damages shall be $1,500.00 PER HOUR.***

Liquidated damages shall be assessed as defined by Section 12.108.1000 **for substantial completion** of the Project as submitted in the Design-Builders Proposal. ***Liquidated Damages shall be $1,500.00 PER DAY.***

Liquidated damages shall be assessed as defined by Section 12.108.1000 for each bi-weekly meeting that is missed by the Design-Builder's key personnel (Project Director, Principal On-Site Superintendent, Design Manager as defined in their SOQ). ***Liquidated Damages shall be $750.00 PER MEETING PER PERSON.***

1.3 *PROJECT STATUS*

The PROJECT is currently at zero percent (0%) design. The replacement bridges are to be designed and constructed essentially as "footprint" replacements. This is to include, but not be limited to, constructing new

abutments/walls and superstructures incorporating (GRS-IBS) technology, and roadway approach work as necessary to facilitate the bridge replacements.

1.4 *DISADVANTAGED BUSINESS ENTERPRISE (DBE)*

RIDOT has established a **TEN PERCENT (10%) DBE GOAL** for "construction qualifying work" performed under this PROJECT. Although there is no formal DBE GOAL assigned for engineering qualifying work, any and all DBE services utilized by the selected D/B TEAM will be counted toward the Department's annual DBE Goal.

2.0 PROCUREMENT PROCESS

2.1 *COMMUNICATIONS WITH RIDOT*

Upon receipt of this RFP, each Respondent shall specify **ONE (1) REPRESENTATIVE** to whom all notices, addenda and other communications will be sent by RIDOT. Failure to so notify RIDOT may result in the Respondent failing to receive Addenda or other important communications from RIDOT. RIDOT shall not be responsible for any such failure.

Any questions, requests for clarification or other communications under this RFP shall be submitted to **ARCADIA@dot.ri.gov** ; e-mail access will disable per deadline cited in 1.1 Procurement Schedule.

All requests must be electronically submitted by your designated representative through the e-mail address provided; any other forms of communication will NOT be accepted by RIDOT.

2.2 *EXAMINATION AND INTERPRETATION OF RFP DOCUMENTS*

Respondents are responsible for reviewing the RFP documents issued and any subsequent Addenda, and for requesting clarification or interpretation of any material discrepancy, deficiency, ambiguity, error or omission, contained therein or of any provision for which the D/B Team fails to understand.

If RIDOT determines that such interpretation or clarification requires a change in the RFP documents, RIDOT will prepare and electronically issue Addenda. RIDOT will not be bound by, Respondents shall not rely on, any oral communication regarding the RFP documents. If a Respondent has any meetings or discussions with other agencies or entities during the procurement phase, the Respondent shall be responsible for verifying any information with RIDOT any information received from such meetings.

2.3 *ADDENDA AND CLARIFICATION NOTICES*

RIDOT reserves the right to revise the RFP documents at any time before the RFP Due Date. Such revisions, if any, will be announced by Addenda to the RFP documents. If any Addendum significantly impacts the RFP, at RIDOT'S discretion, RIDOT may set a new RFP Due Date. The announcement of the new Proposal Due Date will be set forth by Addendum.

RIDOT may publish periodic clarification notices listing questions received by Respondents, although not identifying the submitting Respondent, and the answers given by RIDOT. Clarification notices will be sent to all Respondents who were sent the RFP documents.

The Contract provides that the PROJECT shall be subject to RIGL 37-13 and the Davis-Bacon Act. Approximately 30 DAYS prior to the RFP DUE DATE, RIDOT will issue an Addendum containing wage rates that shall apply to all labor to be applied to the PROJECT.

Each Respondent shall acknowledge in its PROPOSAL LETTER **(FORM A)** the receipt of all clarification notices, if any, and Addenda. Failure to acknowledge may cause the Proposal to be deemed non-responsive and be rejected.

2.4 *DEVIATIONS FROM THE RFP DOCUMENTS*

If awarded the Design-Build Contract, a Respondent will be obligated to meet all of the requirements of the RFP Documents. Requests to modify this document may be submitted to RIDOT at any time. If RIDOT is willing to modify a requirement, RIDOT will issue an addendum as appropriate, provided however, that: (a) RIDOT shall have the sole discretion as to the acceptability of any such modifications; and (b) no modifications from the requirements of the RFP Documents will be valid unless they are agreed to by RIDOT and set forth in an Addendum.

Respondents may provide alternative Proposals, with betterments, exceptions and/or qualifications to any aspect of the RFP Documents, including but not limited to the technical requirements of the RFP Documents. Such exceptions and/or qualifications to the RFP Documents are intended to include: (a) issues associated with the proposed Design-Build Contract; and (b) variations with the design requirements in the RFP Documents. Notwithstanding the above, Respondents are on notice that RIDOT is under no obligation to accept any exception and/or qualification, and RIDOT specifically reserves the right to require the selected D/B Team to strictly conform with all requirements of the RFP Documents.

2.5 *MANDATORY TECHNICAL MEETING*

Following issuance of the RFP documents, short-listed D/B TEAM S will be asked to attend a mandatory **TECHNICAL MEETING** to be held on **THURSDAY, JUNE 28, 2012 @ 10:00 AM** at the RI Department of Administration/ Division of Purchases, 2nd Floor, Conference Room "B", One Capitol Hill, Providence, RI 02903. ***No more than FOUR (4) participants from each D/B Team will be allowed to attend.***

Any questions relative to the RFP as well as any procedural or formatting issued will be addressed at this time. All questions and comments derived from this meeting will be formulated in an Addendum and electronically provided by RIDOT to each short-listed Team.

Persons requesting the services of an interpreter for the hearing impaired may obtain those services by calling (401) 222-4971 forty-eight hours in advance of Meeting.

3.0 TECHNICAL PROPOSAL FORMAT AND CONTENT

3.1 *GENERAL FORMAT*

Upon review of the RFP documents, TECHNICAL Proposal submissions must include, at a minimum, the following information for RIDOT review and subsequent technical evaluation:

- PROPOSAL LETTER **(FORM A):** A Letter of Proposal must accompany each response signed by an owner, officer, or other authorized agent of the firm.

- **"COPY" OF ORIGINAL RIVIP BIDDER CERTIFICATION FORM:** Since access to a new RIVIP Form for this PROJECT will not be possible since the ARCADIA solicitation is no longer posted on the RIVIP website, please provide a **"copy" of your original authorized RIVIP Form** originally submitted with SOQ submission on March 14, 2012. Please **"re-sign" this form with current date** and submit re-signed RIVIP FORM (3-PAGES) along with each TECHNICAL Proposal Submissions (one copy per Proposal). Failure to make a complete submission of this document may result in disqualification.

- **Proposal Format**: TECHNICAL Proposal must be bound or contained in a single volume. All documentation submitted with the proposal must be contained in that single volume. TECHNICAL Proposal must be prepared on **8 1/2" x 11"** letter sized white paper printed on both sides sequentially numbered; there is no page limit for technical presentation but must be specific to the Technical Evaluation Selection Criteria as defined under Section 4.1 of this RFP. "Supporting" documentation shall be submitted as **"exhibits"** to Technical Proposal such as Proposal Letter, technical appendices, required forms, certificates, design calculations, resumes, insurance letters, surety letters and other information, bonds, miscellaneous background information on companies or firms, drawings, plans, miscellaneous correspondence and financial information which shall be tabbed accordingly and included in the bound submission. Font size shall be a minimum of **12 POINTS** for all submittals. TECHNICAL Proposal must contain a Table of Contents that cross-references each technical requirement and exhibit with specific pages in the Proposal submission.

- **RIDOT Original RFP and Addenda:** Respondents shall include as an "exhibit" to the TECHNICAL Proposal submission a copy of RIDOT'S original RFP and any supplemental Addenda, as applicable.

3.2 *REQUIRED FORMS AND CERTIFICATIONS*

The following FORMS are attached to RFP document and shall be **fully completed/authorized** and included in **each copy** of the D/B Team's Technical Proposal submission:

- **FORM A – Proposal Letter**
- **FORM B – Industrial Safety Record**
- **FORM C – Certificate of Non-Collusion**
- **FORM D - Health and Safety Certification**
- **FORM E – Certificate of Dumping Facilities**
- **FORM F – Right-To-Know Law Certification**
- **FORM G- Debarment Certification**
- **FORM H – Lobbying Certification**
- **FORM I – Certificate of Construction Equipment Standard Compliance**
- **FORM J – Buy America Certificate**
- **FORM K – DBE and Minority and Women Work Force Requirements**

PRICING submitted "sealed and separate" from the Technical Proposal as part of the RFP response:

- **FORM L – Price Proposal**

3.3 *TECHNICAL PROPOSAL CONTENT*

D/B Team shall provide sufficient information to enable RIDOT to understand and evaluate the approach to managing, designing, and constructing the PROJECT.

At a minimum, the TECHNICAL PROPOSAL shall respond to the following technical requirements further defined herein:

DESIGN CONCEPT: D/B Team shall provide specific information relative to its design concept for the PROJECT, including but not limited to:

1. Provide PROJECT layout, indicating (a) typical sections, roadway and bridge; (b) profiles.

2. Provide a description and structural concept for the bridge structure(s) proposed. Include 11"x17" copies of an elevation view, transverse section, foundation, and abutment configurations. Outline conceptual solutions for any complex problems that are identified.

3. Identify what additional geotechnical investigation the D/B Team expects or intends to undertake to supplement or verify the geotechnical information included in the RFP CD.

4. Describe D/B Team's approach to managing river flow through the PROJECT area throughout construction.

5. Describe D/B Team's plan to coordinate with other agencies and the public, and to meet historical agency requirements.

6. Describe D/B Team's plan to identify, coordinate and address all applicable Federal and State environmental laws and regulations **including, but limited to** the following:

    - Rhode Department of Environmental Management(RIDEM) Rules and Regulations Governing the Administration and Enforcement of the Freshwater Wetlands Act
    - RIDEM Water Quality Regulations,
    - RIDEM RI Pollutant Discharge Elimination System(RIPDES) General Permit for Stormwater Discharge Associated with Construction Activity
    - RIDEM RIPDES Remediation General Permit
    - RIDEM Rules and Regulations for the Investigation and Remediation of Hazardous Material Releases
    - RIDEM Fish and Wildlife
    - Army Corp. of Engineers (ACOE) State of Rhode Island Programmatic General Permit.

PROPOSED APPROACH TO CONSTRUCT THE PROJECT: Describe D/B Team's proposed approach to construct the PROJECT, including but not limited to:

1. A listing of those categories of work that **LEAD CONTRACTOR** anticipates will be performed by its own direct labor force **LEAD CONTRACTOR** shall perform at least FORTY PERCENT (40%) of the construction work) and those that will be performed by other D/B Team members, including subcontractors.

2. Coordination with Federal, State and local Agencies, local emergency response providers, local maintenance workers (including snow and ice removal workers), utility owners, and local Municipal and County governments. Identify the person(s) who will have lead responsibility for agency coordination.

3. The location for temporary facilities, staging and storage areas, stockpile areas, cranes, erosion/sediment control, and construction fencing.

QUALITY CONTROL AND QUALITY ASSURANCE: Include a narrative describing D/B Team's general approach to quality control and quality assurance during design and construction, including but not limited to:

1. A description of how the quality control function will be organized, including the name(s) of quality control Manager(s).

2. A description of how the quality control program will operate, including how it will interface with the D/B Team's organization and RIDOT.

3. A detailed summary of D/B Team's proposed Design and Construction Quality Management Plans.

4. RIDOT'S construction independent assurance for this project will be limited. Describe how the D/B Team will address deficiencies or trends indicating declining quality. What specific steps will the D/B Team take to ensure that quality deficiencies result in increased QA/QC efforts by the D/B Team, and will not require additional RIDOT oversight? Choose one critical test item and provide a specific example.

5. The D/B Team shall describe its approach to control quality and assure quality designed construction of the GRS-IBS substructures and any other proposed non-traditional technology or construction methods. Briefly describe the QA/QC procedures for any such technologies or construction methods, and demonstrate previous successful experience with such technology/construction methods on previous projects.

PROPOSED PLAN FOR DESIGNING THE PROJECT: Describe the proposed plan for designing the PROJECT, including but not limited to: (a) how design personnel will interface with construction personnel; (b) how each design package will be integrated into the construction plans; and (c) how the design and plan reviews will be coordinated with RIDOT and other stakeholders.

PROJECT CONTROLS:. Describe the means and methods by which the **LEAD CONTRACTOR** will plan and control the scheduling of work to meet the contractual completion date(s), including any plans which address the possibility of early completion. The information to be provided shall include:

1. A Work Breakdown Structure ("WBS"), broken down into work packages, indicating and describing **LEAD CONTRACTOR'S** work segments, PROJECT phases and major PROJECT activities. The WBS shall be consistent with **LEAD CONTRACTOR'S** organization and approach to management, as well as to its approach to technical challenges within the PROJECT. Activities within the WBS shall be broken down sufficiently to show construction sequencing and significant PROJECT inter-relationships and dependencies, as well as the traffic control concept.

2. A Proposal Schedule, conforming to the WBS set forth in above, which shall include: (a) a narrative description of the proposed Schedule; (b) logic relationships, durations, critical path based on the longest path, interim milestones, and timing of the WBS elements for design and construction; and (c) environmental permitting, (d) ROW not already provided by RIDOT, and (e) design review by RIDOT. The Preliminary Project Schedule to be included with the TECHNICAL Proposal shall be developed using Primavera Project Planner (P3) Software. The requirements noted in this section apply exclusively to the Preliminary Project Schedule for the RFP submission. The successful **LEAD CONTRACTOR'S** formal work Schedule (SCHEDULE LEVEL B) shall be in accordance with the State Procurement Regulations 12.108.03.

3. **LEAD CONTRACTOR'S** understanding of the biggest risks and challenges to attaining the contractual completion dates and what can be done to mitigate such risks and challenges.

KEY PERSONNEL:

Reaffirm all management staff of the D/B TEAM, including the Project Director, Principal On-Site Superintendent, Design Manager, Transportation Management Plan (TMP) Implementation Manager and individuals selected to manage the following functions: construction, project controls/schedules, subcontracts and procurement, quality assurance for construction, quality control for construction, quality assurance for design, quality control for design, utilities design, landscape design, environmental compliance and mitigation, utilities coordination, safety, labor relations, geotechnical investigation and design, and survey.

Provide an ***organizational chart*** identifying companies responsible for major functions to be performed in designing and constructing the PROJECT. The chart should show the functional structure of the organization and identify key personnel by name and affiliation. The chart must identify the critical support elements of project management, project administration, construction management, design quality control and design quality assurance, construction quality control and construction quality assurance, and subcontractor administration.

3.4 *PRICE PROPOSAL AND BID BOND*

All pricing information shall be submitted in both numbers and words on the **PRICE PROPOSAL FORM (FORM L)** provided in the specified format cited. **THREE (3) HARD COPIES** of the PRICE PROPOSAL shall be submitted simultaneously with the TECHNICAL Proposal submission but shall be *separately sealed* in a separate envelope.

Respondent shall provide a **schedule of values** for the PRICE Proposal. This schedule of values shall identify the costs of each major work task based on, but not limited to, the items listed in the PRICE Proposal. The value associated with each work task shall be inclusive of all direct and indirect costs, overhead, profit and any other expenses of any kind.

Respondent shall submit, for the PRICE Proposal, a proposed **monthly payment schedule** showing the anticipated schedule on which funds will be required and the associated dollar value for the work. Respondent shall provide the required information set forth in the RIDOT Adjustments to Asphalt, Fuel and Steel Prices.

In accordance with the State's Amended *Procurement Rules & General Conditions of Purchase* Effective December 2011, as cited under Section 12.102.06, "Proposal Guaranty" the separately sealed PRICE PROPOSAL will not be accepted or considered unless accompanied by a guaranty in the form of an original **FIVE PERCENT (5%) BID BOND** made payable to the State of Rhode Island. Bid bonds must be provided by surety companies licensed and authorized to conduct business in the State of Rhode Island. All surety companies must be listed with the Department of the Treasury, Fiscal Services, Circular 570, (Latest Revision published by the Federal Register).

3.5 *PRICE PROPOSAL REQUIRED **PUBLIC COPY (1)***

In addition to the required three (3) "hard copies" of PRICE PROPOSAL, in line with RIGL 37-2-18 and the above referenced State Procurement Regulations as cited under Sections 5.11.1.2 and 5.11.1.3, **ONE (1) PUBLIC COPY** of the PRICE PROPOSAL must be submitted on **CD-ROM (1)** along with the hard-copy submissions. This CD-ROM shall be included in separately sealed PRICE PROPOSAL package.

3.6 *EVIDENCE OF PERFORMANCE BOND AND INSURANCE REQUIREMENTS*

TECHNICAL PROPOSAL must include evidence that the **D/B LEAD** is capable of obtaining *Performance and Payment Bonds at a minimum of $2 MIL.* A letter must be provided from the DISTRICT OFFICE of the Surety

Company accompanied by a separate letter of transmittal by the LOCAL AGENT indicating their willingness to provide the required bonding capacity. District Office correspondence should state the correct legal name of surety and *address of its home office*. All surety companies must be listed with the Department of the Federal Treasury, Fiscal Services, Circular 570 (latest revision published by the Federal Register).

At point of contract award, execution of the Bid Bonds will not be considered complete unless accompanied by a certified copy of the Power of Attorney for the Surety's Attorney-In-Fact.

TECHNICAL PROPOSAL must include evidence that the **LEAD DESIGNER** holds Professional Liability Insurance (**Minimum $1 MIL**) and Valuable Papers Insurance (**Minimum $150,000.00**); evidence of Workers' Compensation coverage must also be provided.

TECHNICAL PROPOSAL must include evidence that the **LEAD CONTRACTOR** holds current insurance requirements in accordance with coverage and limits of liability as set forth under State Procurement Regulations under Section 12.107.13, "Responsibility for Damage Claims".

At the point of award, individual insurance documentation provided by **LEAD CONTRACTOR** and **LEAD DESIGNER** must name the State of Rhode Island and the Department of Transportation and the Department of Environmental Management as "Additionally Insured", and a copy of the Endorsement of Additionally Insured must also be provided.

3.7 *RFP SUBMISSION REQUIREMENTS AND DUE DATE*

TECHNICAL PROPOSAL (**"Original" plus NINE (9) COPIES**) and a *separately sealed* PRICE PROPOSAL (**THREE (3) "HARD" COPIES**) are to be submitted simultaneously.

The RIDOT requests that the TECHNICAL PROPOSAL be submitted not only in hard copy form but also on CD-ROM. Clearly labeled CD ROM should be attached to the **inside cover of each Technical Proposal submission**. The RIDOT recommends that the electronic version of said Proposals be submitted in **Adobe PDF format.**

All TECHNICAL and PRICING documentation must be included in separately sealed envelopes properly labeled as to content, bid no and project description.

Requested documentation is to be either mailed or hand-delivered in a sealed package marked **"BID 7449444 – DESIGN/BUILD Services for the Replacement of Arcadia Management Area Bridges, Exeter, RI by AUGUST 15, 2012 no later than 11:30 A.M.** to:

BY COURIER OR MAIL:
RI Department of Administration
Division of Purchases (2nd fl)
One Capitol Hill
Providence, RI 02908-5855

NOTE: Proposals received after the above-referenced due date and time will not be considered.

3.8 *WITHDRAWAL OF PROPOSALS*

A Proposal may be withdrawn at any time prior to the scheduled due date by means of a written request signed by the authorized representative of the D/B Team. Such written request shall be delivered to the RI Department of Administration at the address cited in the above Section 3.7. The withdrawal of a Proposal will

not prejudice the right of a D/B Team to file a new Proposal provided that it is received before the time due on the scheduled Due Date. No Proposal may be withdrawn at or after the time cited on the scheduled Due Date.

3.9 *DBE REQUIREMENTS*

10% Disadvantaged Business Enterprises ("DBE") Goal

PROJECT has been assigned a TEN (10%) percent Disadvantaged Business Enterprise (DBE) participation goal for "construction qualifying work". The TECHNICAL Proposal shall include **FORM K**, identifying proposed DBE subcontractor(s) participating in the PROJECT.

In order to comply with this requirement, a detailed disclosure of RI certified DBE firm(s) and proposed task assignment(s) to be performed MUST be included in the TECHNICAL Proposal Submission along with a copy of current RI state certification letter(s). DBE certifications must be approved at the time of the TECHNICAL proposal submission to ensure DBE compliance and availability.

FORM K must be completed inclusive of disclosure of DBE activity **percentage (%) of cost** eligible toward DBE credit. *The defined cost of the DBE activity need not be disclosed in RFP TECHNICAL submission.*

4.0 EVALUATION PROCESS FOR TECHNICAL AND PRICE PROPOSALS

RIDOT will evaluate each **TECHNICAL PROPOSAL** based on the Technical Criteria and the numerical weighting set forth in Section 4.1. This qualitative evaluation of the technical aspects of the PROJECT will count for 100% of the total technical score and 50% of the overall score.

The quantitative review of each **PRICE PROPOSAL** will calculated based on the process set forth in Section 4.2 and will count for 100% of the total pricing score and 50% of the overall score.

In its sole discretion, RIDOT may hold interviews, ask written questions of each D/B Team, seek written clarifications, conduct discussions on the Proposals, and solicit updated proposals during the evaluation and selection process.

4.1 *TECHNICAL PROPOSAL - EVALUATION CRITERIA*

The Technical Selection criteria below are intended to be informational; each D/B Team's technical narrative will be evaluated and scored based on the maximum point values identified for each criterion below.

Upon completion of the evaluation process, should the Technical Evaluation Committee (TEC) determine that a TECHNICAL Proposal does not comply with or satisfy the requirements set forth in the RFP, RIDOT may find such Proposal to be non-responsive. In such event, the PRICE Proposal corresponding to the non-responsive TECHNICAL Proposal will not be opened but will be returned unopened to the D/B Team Respondent by the RIDOA/ Division of Purchases.

Each technical evaluation criterion has an assigned maximum number of points that demonstrates its relative importance. A technical review for each criterion will be completed by each TEC Member. Once the TEC has discussed each proposal a "consensus score" of the TEC will be finalized. The figure derived from the consensus score is to be converted to a 50-point scale, with the product being rounded up to the nearest one hundredth (0.01) of a point.

TECHNICAL SELECTION CRITERIA		MAX POINTS
1.	DESIGN CONCEPT	0 – 25 POINTS
2.	PROPOSED PLAN FOR DESIGNING THE PROJECT	0 – 20 POINTS
3..	QUALITY CONTROL AND QUALITY ASSURANCE	0 – 20 POINTS
4.	PROPOSED APPROACH TO CONSTRUCT THE PROJECT	0 – 20 POINTS
5.	PROJECT CONTROLS	0 – 10 POINTS
6.	DBE REQUIREMENTS	0 - 5 POINTS
	TOTALTECHNICAL SCORE	100 INTS (max)

4.2 *PRICE PROPOSAL - EVALUATION FACTORS*

The PRICE Proposals will be publicly opened at the RIDOA/ Division of Purchases and read at a date/time to be determined by RIDOT. Public Opening Notification will be posted on the RIVIP website at least 1 WEEK prior to opening.

PRICE Proposals will be scored and ranked as follows:

1. The D/B Team submitting the lowest PRICE Proposal will be awarded the maximum **FIFTY (50) POINT** allowance.

2. The next-lowest PRICE Proposal will be awarded points based on **(a)** the lowest PRICE Proposal divided by the next-lowest PRICE Proposal to determine the ratio then **(b)** multiplied by the **FIFTY (50) POINT maximum.** The final PRICE points will then be rounded up to the nearest one hundredth (0.01) of a point. The process will continue for each of the remaining PRICE Proposals until all scores are calculated.

FOR EXAMPLE:

PROPOSER A = $1,000,000.00	**1,000,000.00 / 1,000,000.00 = 1.00 X 50 PT MAX = 50.00 Points**
PROPOSER B = $1, 500,000.00	**1,000,000.00 / 1,500,000.00 = 0.66 X 50 PT MAX = 33.33 Points**
PROPOSER C = $1,800,000.00	**1,000,000.00 / 1,800,000.00 = 0.55 X 50 PT MAX = 27.78 Points**

4.3 *TECHNICAL AND PRICE PROPOSAL SCORES*

Once the **TECHNICAL** Proposal Evaluation is completed and approved at the Departmental and State levels, RIDOT will open and read the **PRICE** Proposals publicly and will then proceed to combine the **TECHNICAL**

and **PRICE** Proposal scores to provide full public disclosure of final scoring. The Respondent with the highest TOTAL points will be considered the APPARENT BEST VALUE RESPONDENT.

The Technical Evaluation Committee will provide a written final selection recommendation defining the APPARENT BEST VALUE RESPONDENT for award of a fixed price design-build contract. Pending formal Departmental acceptance and State approvals, award preparation will commence outlining all contractual requirements and accepted pricing.

At any point during the selection process, D/B TEAMS may be required to give an oral presentation to the Committee or to otherwise provide clarifying information needed to properly evaluate Qualifications/Technical Proposals. D/B TEAMS must clearly understand that RIDOT retains the option to determine which D/B TEAMS, if any, will be invited to make oral presentations or to provide additional information. RIDOT retains the right to reject any or all submittals.

Respondents shall be aware that RIDOT reserves the right to conduct an independent investigation of any information, including prior experience, identified in a Proposal by contacting PROJECT references, accessing public information, contacting independent parties, or by any other means. RIDOT also reserves the right to request additional information from a Respondent during the evaluation of that Respondent's Proposal.

5.0 RIGHTS AND OBLIGATIONS OF RIDOT

5.1 *RESERVATION OF RIGHTS*

In connection with this procurement, RIDOT reserves to itself all rights (which rights shall be exercisable by RIDOT in its sole discretion) available to it under applicable law, including without limitation, the following, with or without cause and with or without notice:

- The rights to cancel, withdraw, postpone or extend this RFP in whole or in part at any time prior to the execution by RIDOT of the Design-Build Contract, without incurring any obligations or liabilities.
- The right to issue a new RFP.
- The right to reject any and all submittals, responses and proposals received at any time.
- The right to modify all dates set or projected in this RFP.
- The right to terminate evaluations of responses received at any time.
- The right to suspend and terminate the procurement process for the Project, at any time.
- The right to revise and modify, at any time prior to the Proposal Submittal Date, factors it will consider in evaluating responses to this RFP and to otherwise revise its evaluation methodology.
- The right to waive or permit corrections to data submitted with any response to this RFP until such time as RIDOT declares in writing that a particular stage or phase of its review of the responses to this RFP has been completed and closed.
- The right to issue addenda, supplements, and modifications to this RFP, including but not limited to modifications of evaluation criteria or methodology and weighting of evaluation criteria.
- The right to permit submittal of addenda and supplements to data previously provided with any response to this RFP until such time as RIDOT declares in writing that a particular stage or phase of its review of the responses to this RFP has been completed and closed.

July 5, 2012
STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
DEPARTMENT OF TRANSPORTATION

BID NO. 7449444

NOTICE TO PROSPECTIVE RESPONDENTS

ADDENDUM NO. 4 – Prospective Respondents are hereby notified of the following clarifications with regard to the Request for Proposals for **DESIGN/BUILD Services for the Replacement of the Arcadia Management Area Bridges located in Exeter, RI**. This Addendum shall be incorporated in the Respondents' Technical Proposal, and shall become an integral part of the final Contract Document.

A. ATTENDANCE SIGN-IN: TECHNICAL MEETING

1. Attached to this ADDENDUM NO. 4 are courtesy copies of the Attendance Sign-In Sheets for the **Technical Meeting** held on June 28, 2012.

B. CLARIFICATION

1. **Required Form E, "Certification of Dumping Facilities"**: Form E is required for this project. Contaminated materials are not expected, however, the Design Build Team must be prepared in the event that contaminated materials are encountered. If needed, work associated with Form E will be completed under section 104.03 Differing Site Conditions.

7/5/12

Kazem Farhoumand, P.E. DATE
Chief Engineer FOR

+++TECHNICAL MEETING+++

DATE: June 28, 2012	TIME: 10:00 AM to NOON	LOCATION: RIDOA/ Purchases One Capitol Hill 2nd FLR; Conf Rm "B" Providence, RI

SUBJECT: 7449444 – **DESIGN/BUILD** Services for the Replacement of the Arcadia Management Area Bridges, Exeter, RI

NAME	AFFILIATION	E-MAIL
John Preiss	RIDOT	Jpreiss@dot.ri.gov
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Michael Desmond	Bryant Associates Inc	mdesmond@bryant-engrs.com
John DiVito	Northern Const	JDiVito@Northernconstruction.com
Wayne Singleton	GPA, Inc.	wsingleton@gpaengs.com
Tom Billups	GZA	thomas.billups@gza.com
Bruce Bartel	Maguire Group	bbartel@maguiregroup.com
Brandon Faneuf	"	bfaneuf@maguiregroup.com
Wayne Clarke	Cardi Corp	WCLARKE@CARDI.COM
Matthew Page	GZA	matthew.page@gza.com
Jennifer Allen	VHB	JALLEN@VHB.com
Bharat Patel	VHB	bpatel@vhb.com
Mike Socci	MAS Building & Bridge Inc	msocci@masbuildingandbridge.com
Jeff Bostock	Aetna Bridge Co.	JBOSTOCK@AETNABRIDGE.COM
Mark Mainelli	Aetna Bridge Co.	MMAINELLI@AETNABRIDGE.COM
Kimberly Vadenais	RIDOT - Contracts	Kimberly.Vadenais@dot.ri.gov
Kimberly Frezza	RIDOT - Contracts	Kimberly.frezza@dot.ri.gov

+++TECHNICAL MEETING+++

DATE: June 28, 2012	TIME: 10:00 AM to NOON	LOCATION: RIDOA/ Purchases One Capitol Hill 2nd FLR; Conf Rm "B" Providence, RI

SUBJECT: 7449444 – **DESIGN/BUILD** Services for the Replacement of the Arcadia Management Area Bridges, Exeter, RI

NAME	AFFILIATION	E-MAIL
Diane Baxter	GZA GeoEnvironmental	diane.baxter@gza.com
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Bert Roberts	RIDOT	hroberts@dot.ri.gov
Jim Orr	"	jorr@dot.ri.gov
Jeremy Basma	Manafort Bros.	Jbasma@manafort.com
Bill Manafort	Manafort	bill@manafort.com
Norman Marzano	RIDOT	nmarzano@dot.ri.gov

July 17, 2012
STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
DEPARTMENT OF TRANSPORTATION

BID NO. 7449444

NOTICE TO PROSPECTIVE RESPONDENTS

ADDENDUM NO. 5– Prospective Respondents are hereby notified of the following clarifications with regard to the Request for Proposals for **DESIGN/BUILD Services for the Replacement of the Arcadia Management Area Bridges located in Exeter, RI.** This Addendum shall be incorporated in the Respondents' Technical Proposal, and shall become an integral part of the final Contract Document.

A. REQUEST FOR PROPOSAL

1. Delete page 2 in its entirety and replace it with revised page 2(R-1) attached to this Addendum No. 5. The reference to 75 year life in the fourth paragraph has been revised.

2. Delete page 21 in its entirety and replace it with revised page 21(R-1) attached to this Addendum No. 5. A new paragraph has been added immediately following 10.4 *STRUCTURE IMPROVEMENTS*.

3. Delete page 22 in its entirety and replace it with revised page 22(R-1) attached to this Addendum No. 5. Paragraphs 1.a. General and 1.d.Live Load have been revised.

4. Delete page 25 in its entirety and replace it with revised page 25(R-1) attached to this Addendum No. 5. Paragraph 1.a. Decks has been revised.

7/17/12

Kazem Farhoumand, P.E. DATE
Chief Engineer FOR

- **Midway Bridge**: This bridge includes one span, approximately 32 feet long and 16 feet wide, steel stringers with wood plank decking and wooden railings; abutments and walls are primarily stone masonry with some concrete masonry.

The PROJECT will consist of removing the existing bridge superstructures and substructures down to existing beam seat elevations, constructing new abutments and walls behind the existing abutments, and constructing new superstructures. Existing abutments and walls below beam seat elevations and the existing intermediate pier at Falls River Bridge shall remain in place. Each new bridge shall be designed and constructed as a single span structure incorporating Geosynthetic Reinforced Soil-Integrated Bridge System (GRS-IBS) technology. Geosynthetic Reinforced Soil (GRS) Integrated Bridge System (IBS) technology uses alternating layers of compacted granular fill material and fabric sheets of geotextile reinforcement to provide support for the bridge. GRS also provides a smooth transition from the bridge onto the roadway, and alleviates expansion joint problem caused by uneven settlement between the bridge and approaching roadway. The technology offers unique advantages in the construction of small bridges. The GRS substructures shall have modular facing elements. The IBS superstructures shall have timber wearing surfaces and open, timber bridge railings to harmonize with the natural settings. Superstructures shall be prefabricated to the maximum extent possible. Superstructure widths shall provide a clear width between curbs/bridge rails approximately equal to the existing bridges; there are no existing or proposed sidewalks. Each replacement bridge must minimize changes in roadway profile and approach work to the greatest extent possible. Limits on approaches shall be to the extent necessary due to the bridge replacement activities. Disturbed areas of roadways shall be re-graded with gravel to match the existing roadways. Railings/guardrails shall be provided on approaches as required, shall be of timber construction, and shall provide a smooth, continuous transition to the bridge railings.

These particular bridge structures were selected by RIDOT due to their limited size/ capacity and rural location which will limit traffic volume and congestion during construction. RIDOT preference is for D/B Teams to utilize both GRS/IBS technologies on all three (3) bridges; superstructure must be pre-fabricated designs that are compatible with proposed GRS/IBS substructure design.

Bridges (including GRS/IBS) shall be designed for a 75 year design life.

Only one bridge will be allowed to be closed for replacement at any time; traffic will be detoured while the closed bridge is being replaced. RIDOT will impose a maximum **5-DAY CLOSURE period** for any bridge constructed under this Contract. All materials for a replacement bridge shall be fabricated, secured and ready for use before an existing bridge will be allowed to be closed. The **FROSTY HOLLOW BRIDGE** location shall be the last bridge scheduled for construction; replacement of the remaining two bridges may be scheduled in order of preference by the successful D/B TEAM.

Also, replace small culvert south of Frosty Hollow Bridge.

In accordance with the State's Amended *Procurement Rules & General Conditions of Purchase* as amended February 2011, Liquidated damages shall be assessed as defined by Section 12.108.1000 **for each bridge** not completed within its' contracted time frame as submitted in the Design-Builders Proposal. ***Liquidated Damages shall be $1,500.00 PER HOUR.***

Liquidated damages shall be assessed as defined by Section 12.108.1000 **for substantial completion** of the Project as submitted in the Design-Builders Proposal. ***Liquidated Damages shall be $1,500.00 PER DAY.***

Liquidated damages shall be assessed as defined by Section 12.108.1000 for each bi-weekly meeting that is missed by the Design-Builder's key personnel (Project Director, Principal On-Site Superintendent, Design Manager as defined in their SOQ). ***Liquidated Damages shall be $750.00 PER MEETING PER PERSON.***

1.3 *PROJECT STATUS*

The PROJECT is currently at zero percent (0%) design. The replacement bridges are to be designed and constructed essentially as "footprint" replacements. This is to include, but not be limited to, constructing new

10.3.1 Culvert replacement south of Frosty Hollow Bridge shall be in accordance with RIDOT Specifications.

10.4 *STRUCTURES IMPROVEMENTS*

A wide range of materials, procedures, means and methods are allowed in this Design Build Contract. If a particular requirement of this RFP does not apply to the team's selected material then that requirement is not applicable.

10.4.1 Requirements

a. **Corrosion Protection** - Corrosion resistant reinforcing steel (CRR) shall be used at all locations. CRR shall conform to one of the following:

1. AASHTO 1035 (MMFX-2)
2. Stainless steel
3. Stainless clad steel

The minimum yield stress shall be 100 ksi for AASHTO 1035 and 60 ksi for stainless steel and stainless steel clad.

b. **Aesthetics –** The modular facing elements of the GRS substructures shall have a stone masonry appearance that resembles the stone masonry in the portions of the existing structures that are being retained. The IBS superstructures shall have timber wearing surfaces and open, timber bridge railings and a profile that harmonizes with the natural settings.

c. **Materials –** Any RIDOT required Materials will be set forth in **RIDOT Standards and in this RFP.** GRS shall be comprised of open graded compacted gravel material.

10.4.2 Scope of Work and Guidelines

The Scope of the Project includes all Project components identified in accordance with the Contract requirements. Design-Builder shall determine the full scope of the Project through thorough examination of all of the entire RFP and the Project site.

Design-Builder shall be responsible for designing, furnishing, constructing, and installing all components of the Project, as stipulated herein. All bridge components shall be designed in accordance with AASHTO'S Load and Resistance Factor Design (LRFD) method. All work performed on this Project shall be completed using English units.

The Design-Builder is solely responsible for assessing existing conditions; presenting design or engineering solutions, and defining means and methods for complying with the requirements of this project.

Previously prepared "Existing Conditions Plans", "Geotechnical Data Report", "Hydraulic Engineering Data Report" and "Wetland Delineation" are provided for informational purposes only, and the RIDOT assumes no responsibility for their accuracy. The information is not being provided as part of the contract documents. No claim will be considered if the Design-Builder relies on the information for bidding or construction operations. Design-Builder shall conduct its own surveys and investigations, and prepare reports as required for the Project.

Design-Builder shall furnish all Design and Construction Services, Quality Management, Quality Assurance/Quality Control (QA/QC) program, Materials, Equipment, labor, transportation, and Incidentals required to complete the design and construction Work according the terms of the Contract.

The Design-Builder will be responsible for identifying and performing any supplemental geotechnical and subsurface investigation, borings, testing, analysis, and design dictated by the project needs. All geotechnical work shall be performed in accordance with the RIDOT standards and governing regulations. Existing subsurface information and geotechnical report may be used as reference material to ensure all aspects of the project are covered. The Design-Builder shall contact the RIDOT for any necessary clarification or

interpretation of the Contract.

Right-of-Way easements and takings are not required for activities conducted within the state-owned Arcadia Management Area; however, all activities must be coordinated with the RIDEM. The RIDOT has processed this project as a NEPA Categorical Exclusion (CE). Design-Builder shall be responsible for acquisition of any other right-of-way (to accommodate its unique solution), including any public hearings that may be required, and no modifications to the Contract Price or Contract Time will be granted or considered.

Design-Builder's obligations shall include without limitation the following:

1. **Bridge Replacement**

   a. **General** – Bridge replacement as described above and in the RFQ.

      The bridge shall be designed and constructed for a minimum 75-year design life.

   b. **Geometry** – Overall bridge geometry, including horizontal alignment, vertical profile, and cross slope, shall match the previous bridge as much as practical. The clear width between curbs/bridge rails shall be as follows: Falls River Bridge, 23'-0"; Frosty Hollow Road Bridge, 16'-0"; Midway Bridge, 17-0". Design-Builder shall provide final bridge geometry including all elevations, plan dimensions, framing layout, top of deck elevations, bottom of superstructure (beams/girders, etc.) elevations, cambers, etc. All survey shall be provided by Design-Builder as necessary for construction and operation of the completed Project.

   c. **Span Arrangement**

      - Each new bridge shall be designed and constructed as a single span superstructure supported on new foundations including new GRS/IBS abutments and walls constructed behind the existing bridge abutments.

   d. **Live Load-** The Design–Builder's attention is directed to the following minimum live load design requirements of the Bridge Design Manual:

Bridge Design Loading:	AASHTO HL 93 Rhode Island Legal Load
Live Load deflection criteria:	In accordance with Section 2.5 of the RIDOT Bridge Manual

   e. **Bridge Railing** shall meet AASHTO Test Level One (TL-1) criteria.

   f. **Wind Loads Exposure Criteria** – The wind pressures at various heights shall be determined in accordance with criteria as specified for the AASHTO LRFD "Suburban" category.

   g. **Seismic Loading** – Seismic analysis shall conform to 2007 AASHTO LRFD Bridge Design Specification, including all interims up to year 2009. Under Interim 2009, the seismic classification for the bridge is Seismic Zone 1. No in-depth seismic analysis will be required for the bridge structures.

   h. **Load Rating** – The Design-Builder will be responsible for producing a load rating report for the new bridge. The load rating report shall be in accordance with the RIDOT Guidelines for Load and Resistance Factor Rating (LRFR) – April 2009.

   i. **Hydraulic Clearance** – The proposed beam seats shall have at minimum the same elevation as the beam seats of the existing structures.

existing information, results of the field subsurface investigations and mapping, results from the laboratory tests, and geotechnical and foundation analyses and design. The documentation shall be consolidated in the form of a Final Geotechnical Interpretive Report (FGIR) and Final Geotechnical Data Report signed and stamped by a Design Professional Engineer registered in the State of Rhode Island. Design-Builder shall prepare the FGIR and Final Geotechnical Data Report in accordance with the RIDOT standards and RIDOT Bridge Design Manual, and shall ensure that the recommendations shown in the FGIR meet all Contract requirements.

b. **Geotechnical Recommendations** – Design-Builder shall use the findings and recommendations shown in the FGIR to develop the GRS/IBS foundation design for the Structures.

10.4.3 Description of Structural and Geotechnical Elements

This Section covers the specific design and construction elements of new bridges, bridge replacements, and geotechnical components. The goal of the design and construction of all structural systems and components is to provide functionality, durability, constructability, ease of maintenance, safety, and aesthetics consistent with the context of the Project Site.

1. **Bridge Elements**

a. **Decks**

- If concrete decks are selected, the minimum bridge deck thickness shall be 7 ½ inches, and must be high-performance concrete (HP) with cold-applied waterproofing system.
- Proposed stay-in-place (SIP) form systems shall be approved by the RIDOT.
- A Timber wearing surface is required. The timber wearing surface shall be designed and constructed to allow for ease of maintenance and replacement.
- Open or filled grating decks and orthotropic decks shall not be allowed.

b. **Deck Joints**

- No deck joints. The Design-Builder shall utilize an IBS Design.

c. **Deck Drainage**

- Deck drains on the bridge shall not be allowed.
- Any changes to the existing roadway drainage patterns, drainage system, or changes to existing impervious area will require analysis and approval through application to RIDEM. Stormwater design shall be in accordance with the December 2010 Rhode Island Stormwater Design and Installation Standards Manual.

d. **Utilities**

- There are no utilities on the existing bridges and none are proposed to be on the replacement structures.

e. **Bridge Removal**

For any demolition required to facilitate the Scope of Work, the Design-Builder shall use bridge removal techniques conforming to the requirements of the RIDOT standards. In addition, bridge removal shall comply with the following:

1) Demolition activities shall be performed in accordance with, but not limited to, the RIDEM Freshwater Wetlands Regulations, ACOE, RIDEM Hazardous Waste and/or Solid Waste Regulations and or approvals.

July 25, 2012
STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
DEPARTMENT OF TRANSPORTATION

BID NO. 7449444

NOTICE TO PROSPECTIVE RESPONDENTS

ADDENDUM NO. 6 – Prospective Respondents are hereby notified of the following clarifications with regard to the Request for Proposals for **DESIGN/BUILD Services for the Replacement of the Arcadia Management Area Bridges located in Exeter, RI**. This Addendum shall be incorporated in the Respondents' Technical Proposal, and shall become an integral part of the final Contract Document.

A. REQUEST FOR PROPOSAL

1. Delete page 1 in its entirety and replace it with revised page 1(R-1) attached to this Addendum No. 6. The RFP Due Date has been revised in the Procurement Schedule.

2. Delete page 9 in its entirety and replace it with revised page 9(R-1) attached to this Addendum No. 6. The RFP Due Date has been revised in the fourth paragraph of Section 3.7.

3. Delete page 22(R-1) in its entirety and replace it with revised page 22(R-2) attached to this Addendum No. 6. Paragraph 1.i. has been revised.

Kazem Farhoumand, P.E. — 7/25/12
Kazem Farhoumand, P.E. DATE
Chief Engineer

1.0 INTRODUCTION

Requests for Proposals (RFP) are hereby issued by the Rhode Island Department of Transportation (RIDOT) to short-listed DESIGN/BUILD Teams (D/B Team) to value engineer the design and to construct the Replacement of Arcadia Management Area Bridges (3) located in Exeter, Rhode Island (PROJECT) .

This RFP is issued on a fixed price/ fixed term basis in accordance with the design/build procurement provisions of Rule 8.11 *"CONSTRUCTION CONTRACTING MANAGEMENT"* of the State Procurement Regulations.

1.1 *PROCUREMENT SCHEDULE*

The following dates are anticipated procurement milestones:

Advertise RFQ On-Line	**February 1, 2012**
Pre-Proposal Meeting	**February 17, 2012**
SOQ Due DATE	**March 14, 2012**
Shortlist Notification Posted On RIVIP	**May 15, 2012**
Issue Request for Proposal	**June 22, 2012**
MANDATORY Technical Meeting **RIDOA/ Division of PURCHASES** **2nd Floor, Conference Room "B"** **One Capitol Hill** **Providence, RI 02903**	**June 28, 2012**
Deadline for e-mailed Q&A	**July 25, 2012**
RFP Due	**August 6, 2012**
MANDATORY Interview/Presentation	**WEEK OF August 20, 2012**
"TENTATIVE" Public Opening of Price Proposals	**September 28, 2012**
Contract Award	**October 12, 2012**
Notice to Proceed	**October**

1.2 *PROJECT DESCRIPTION*

The PROJECT is located in the state–owned Arcadia Management Area (North-Route 165) in Exeter, Rhode Island and includes the design and construction of replacement structures for the following THREE (3) existing bridges described as follows:

- **Falls River Bridge:** This bridge includes two spans, approximately 34 feet long and 22.5 feet wide, steel stringers with wood plank decking and wooden railings; abutments, walls and intermediate pier are primarily stone masonry with some concrete masonry.

- **Frosty Hollow Road Bridge**: This bridge includes one span, approximately 22 feet long and 15.5 feet wide, timber stringers with wood plank decking and wooden railings; abutments and walls are primarily stone masonry with some concrete masonry.

Company accompanied by a separate letter of transmittal by the LOCAL AGENT indicating their willingness to provide the required bonding capacity. District Office correspondence should state the correct legal name of surety and *address of its home office*. All surety companies must be listed with the Department of the Federal Treasury, Fiscal Services, Circular 570 (latest revision published by the Federal Register).

At point of contract award, execution of the Bid Bonds will not be considered complete unless accompanied by a certified copy of the Power of Attorney for the Surety's Attorney-In-Fact.

TECHNICAL PROPOSAL must include evidence that the **LEAD DESIGNER** holds Professional Liability Insurance (**Minimum $1 MIL**) and Valuable Papers Insurance (**Minimum $150,000.00**); evidence of Workers' Compensation coverage must also be provided.

TECHNICAL PROPOSAL must include evidence that the **LEAD CONTRACTOR** holds current insurance requirements in accordance with coverage and limits of liability as set forth under State Procurement Regulations under Section 12.107.13, "Responsibility for Damage Claims".

At the point of award, individual insurance documentation provided by **LEAD CONTRACTOR** and **LEAD DESIGNER** must name the State of Rhode Island and the Department of Transportation and the Department of Environmental Management as "Additionally Insured", and a copy of the Endorsement of Additionally Insured must also be provided.

3.7 *RFP SUBMISSION REQUIREMENTS AND DUE DATE*

TECHNICAL PROPOSAL **("Original" plus NINE (9) COPIES)** and a *separately sealed* PRICE PROPOSAL **(THREE (3) "HARD" COPIES) are to be submitted simultaneously.**

The RIDOT requests that the **TECHNICAL PROPOSAL** be submitted not only in hard copy form but also on **CD-ROM**. Clearly labeled CD ROM should be attached to the **inside cover of each Technical Proposal submission**. The RIDOT recommends that the electronic version of said Proposals be submitted in **Adobe PDF format.**

All **TECHNICAL** and **PRICING** documentation must be included in separately sealed envelopes properly labeled as to content, bid no and project description.

Requested documentation is to be either mailed or hand-delivered in a sealed package marked **"BID 7449444 – DESIGN/BUILD Services for the Replacement of Arcadia Management Area Bridges, Exeter, RI** by **AUGUST 6, 2012 no later than 11:30 A.M.** to:

BY COURIER OR MAIL:
RI Department of Administration
Division of Purchases (2nd fl)
One Capitol Hill
Providence, RI 02908-5855

NOTE: Proposals received after the above-referenced due date and time will not be considered.

3.8 *WITHDRAWAL OF PROPOSALS*

A Proposal may be withdrawn at any time prior to the scheduled due date by means of a written request signed by the authorized representative of the D/B Team. Such written request shall be delivered to the RI Department of Administration at the address cited in the above Section 3.7. The withdrawal of a Proposal will

interpretation of the Contract.

Right-of-Way easements and takings are not required for activities conducted within the state-owned Arcadia Management Area; however, all activities must be coordinated with the RIDEM. The RIDOT has processed this project as a NEPA Categorical Exclusion (CE). Design-Builder shall be responsible for acquisition of any other right-of-way (to accommodate its unique solution), including any public hearings that may be required, and no modifications to the Contract Price or Contract Time will be granted or considered.

Design-Builder's obligations shall include without limitation the following:

1. **Bridge Replacement**

   a. **General** – Bridge replacement as described above and in the RFQ.

      The bridge shall be designed and constructed for a minimum 75-year design life.

   b. **Geometry** – Overall bridge geometry, including horizontal alignment, vertical profile, and cross slope, shall match the previous bridge as much as practical. The clear width between curbs/bridge rails shall be as follows: Falls River Bridge, 23'-0"; Frosty Hollow Road Bridge, 16'-0"; Midway Bridge, 17-0". Design-Builder shall provide final bridge geometry including all elevations, plan dimensions, framing layout, top of deck elevations, bottom of superstructure (beams/girders, etc.) elevations, cambers, etc. All survey shall be provided by Design-Builder as necessary for construction and operation of the completed Project.

   c. **Span Arrangement**

      - Each new bridge shall be designed and constructed as a single span superstructure supported on new foundations including new GRS/IBS abutments and walls constructed behind the existing bridge abutments.

   d. **Live Load-** The Design–Builder's attention is directed to the following minimum live load design requirements of the Bridge Design Manual:

Bridge Design Loading:	AASHTO HL 93 Rhode Island Legal Load
Live Load deflection criteria:	In accordance with Section 2.5 of the RIDOT Bridge Manual

   e. **Bridge Railing** shall meet AASHTO Test Level One (TL-1) criteria.

   f. **Wind Loads Exposure Criteria** – The wind pressures at various heights shall be determined in accordance with criteria as specified for the AASHTO LRFD "Suburban" category.

   g. **Seismic Loading** – Seismic analysis shall conform to 2007 AASHTO LRFD Bridge Design Specification, including all interims up to year 2009. Under Interim 2009, the seismic classification for the bridge is Seismic Zone 1. No in-depth seismic analysis will be required for the bridge structures.

   h. **Load Rating** – The Design-Builder will be responsible for producing a load rating report for the new bridge. The load rating report shall be in accordance with the RIDOT Guidelines for Load and Resistance Factor Rating (LRFR) – April 2009.

   i. **Hydrology/Hydraulics/Scour** – Analysis and design shall be in accordance with the RIDOT Bridge Manual and other design criteria, standards and reference documents as stated in Section 10.1 of this RFP, except that the first sentence in the second paragraph of Section 2.6.2 of the RIDOT Bridge Manual is not applicable to this contract. An additional requirement for this contract is that the low chord of the new bridge shall be no lower than the low chord of the existing bridge at each site.

August 1, 2012
STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
DEPARTMENT OF TRANSPORTATION

BID NO. 7449444

NOTICE TO PROSPECTIVE RESPONDENTS

ADDENDUM NO. 7 – Prospective Respondents are hereby notified of the following clarifications with regard to the Request for Proposals for **DESIGN/BUILD Services for the Replacement of the Arcadia Management Area Bridges located in Exeter, RI**. This Addendum shall be incorporated in the Respondents' Technical Proposal, and shall become an integral part of the final Contract Document.

A. REQUEST FOR PROPOSAL

1. Delete page 1(R-1) in its entirety and replace it with revised page 1(R-2) attached to this Addendum No. 7. The RFP Due Date has been revised in the Procurement Schedule.

2. Delete page 2(R-1) in its entirety and replace it with revised page 2(R-2) attached to this Addendum No. 7. The second sentence in the second paragraph regarding existing substructures to remain has been revised.

3. Delete page 9(R-1) in its entirety and replace it with revised page 9(R-2) attached to this Addendum No. 7. The RFP Due Date has been revised in the fourth paragraph of Section 3.7.

4. Delete page 16 in its entirety and replace it with revised page 16(R-1) attached to this Addendum No. 7. The second sentence in the last paragraph regarding existing substructures to remain has been revised.

Kazem Farhoumand, P.E. 8/1/12
Chief Engineer DATE

1.0 INTRODUCTION

Requests for Proposals (RFP) are hereby issued by the Rhode Island Department of Transportation (RIDOT) to short-listed DESIGN/BUILD Teams (D/B Team) to value engineer the design and to construct the Replacement of Arcadia Management Area Bridges (3) located in Exeter, Rhode Island (PROJECT) .

This RFP is issued on a fixed price/ fixed term basis in accordance with the design/build procurement provisions of Rule 8.11 *"CONSTRUCTION CONTRACTING MANAGEMENT"* of the State Procurement Regulations.

1.1 *PROCUREMENT SCHEDULE*

The following dates are anticipated procurement milestones:

Advertise RFQ On-Line	**February 1, 2012**
Pre-Proposal Meeting	**February 17, 2012**
SOQ Due DATE	**March 14, 2012**
Shortlist Notification Posted On RIVIP	**May 15, 2012**
Issue Request for Proposal	**June 22, 2012**
MANDATORY Technical Meeting **RIDOA/ Division of PURCHASES** **2nd Floor, Conference Room "B"** **One Capitol Hill** **Providence, RI 02903**	**June 28, 2012**
Deadline for e-mailed Q&A	**July 25, 2012**
RFP Due	**August 15, 2012**
MANDATORY Interview/Presentation	**WEEK OF August 20, 2012**
"TENTATIVE" Public Opening of Price Proposals	**September 28, 2012**
Contract Award	**October 12, 2012**
Notice to Proceed	**October**

1.2 *PROJECT DESCRIPTION*

The PROJECT is located in the state–owned Arcadia Management Area (North-Route 165) in Exeter, Rhode Island and includes the design and construction of replacement structures for the following THREE (3) existing bridges described as follows:

- **Falls River Bridge:** This bridge includes two spans, approximately 34 feet long and 22.5 feet wide, steel stringers with wood plank decking and wooden railings; abutments, walls and intermediate pier are primarily stone masonry with some concrete masonry.

- **Frosty Hollow Road Bridge**: This bridge includes one span, approximately 22 feet long and 15.5 feet wide, timber stringers with wood plank decking and wooden railings; abutments and walls are primarily stone masonry with some concrete masonry.

- **Midway Bridge**: This bridge includes one span, approximately 32 feet long and 16 feet wide, steel stringers with wood plank decking and wooden railings; abutments and walls are primarily stone masonry with some concrete masonry.

The PROJECT will consist of removing the existing bridge superstructures and substructures down to existing beam seat elevations, constructing new abutments and walls behind the existing abutments, and constructing new superstructures. All existing abutments, and the existing intermediate pier at Falls River Bridge, shall remain in place to the maximum extent possible. Each new bridge shall be designed and constructed as a single span structure incorporating Geosynthetic Reinforced Soil-Integrated Bridge System (GRS-IBS) technology. Geosynthetic Reinforced Soil (GRS) Integrated Bridge System (IBS) technology uses alternating layers of compacted granular fill material and fabric sheets of geotextile reinforcement to provide support for the bridge. GRS also provides a smooth transition from the bridge onto the roadway, and alleviates expansion joint problem caused by uneven settlement between the bridge and approaching roadway. The technology offers unique advantages in the construction of small bridges. The GRS substructures shall have modular facing elements. The IBS superstructures shall have timber wearing surfaces and open, timber bridge railings to harmonize with the natural settings. Superstructures shall be prefabricated to the maximum extent possible. Superstructure widths shall provide a clear width between curbs/bridge rails approximately equal to the existing bridges; there are no existing or proposed sidewalks. Each replacement bridge must minimize changes in roadway profile and approach work to the greatest extent possible. Limits on approaches shall be to the extent necessary due to the bridge replacement activities. Disturbed areas of roadways shall be re-graded with gravel to match the existing roadways. Railings/guardrails shall be provided on approaches as required, shall be of timber construction, and shall provide a smooth, continuous transition to the bridge railings.

These particular bridge structures were selected by RIDOT due to their limited size/ capacity and rural location which will limit traffic volume and congestion during construction. RIDOT preference is for D/B Teams to utilize both GRS/IBS technologies on all three (3) bridges; superstructure must be pre-fabricated designs that are compatible with proposed GRS/IBS substructure design.

Bridges (including GRS/IBS) shall be designed for a 75 year design life.

Only one bridge will be allowed to be closed for replacement at any time; traffic will be detoured while the closed bridge is being replaced. RIDOT will impose a maximum **5-DAY CLOSURE period** for any bridge constructed under this Contract. All materials for a replacement bridge shall be fabricated, secured and ready for use before an existing bridge will be allowed to be closed. The **FROSTY HOLLOW BRIDGE** location shall be the last bridge scheduled for construction; replacement of the remaining two bridges may be scheduled in order of preference by the successful D/B TEAM.

Also, replace small culvert south of Frosty Hollow Bridge.

In accordance with the State's Amended *Procurement Rules & General Conditions of Purchase* as amended February 2011, Liquidated damages shall be assessed as defined by Section 12.108.1000 **for each bridge** not completed within its' contracted time frame as submitted in the Design-Builders Proposal. ***Liquidated Damages shall be $1,500.00 PER HOUR.***

Liquidated damages shall be assessed as defined by Section 12.108.1000 **for substantial completion** of the Project as submitted in the Design-Builders Proposal. ***Liquidated Damages shall be $1,500.00 PER DAY.***

Liquidated damages shall be assessed as defined by Section 12.108.1000 for each bi-weekly meeting that is missed by the Design-Builder's key personnel (Project Director, Principal On-Site Superintendent, Design Manager as defined in their SOQ). ***Liquidated Damages shall be $750.00 PER MEETING PER PERSON.***

1.3 *PROJECT STATUS*

The PROJECT is currently at zero percent (0%) design. The replacement bridges are to be designed and constructed essentially as "footprint" replacements. This is to include, but not be limited to, constructing new

Company accompanied by a separate letter of transmittal by the LOCAL AGENT indicating their willingness to provide the required bonding capacity. District Office correspondence should state the correct legal name of surety and *address of its home office.* All surety companies must be listed with the Department of the Federal Treasury, Fiscal Services, Circular 570 (latest revision published by the Federal Register).

At point of contract award, execution of the Bid Bonds will not be considered complete unless accompanied by a certified copy of the Power of Attorney for the Surety's Attorney-In-Fact.

TECHNICAL PROPOSAL must include evidence that the **LEAD DESIGNER** holds Professional Liability Insurance (**Minimum $1 MIL**) and Valuable Papers Insurance (**Minimum $150,000.00**); evidence of Workers' Compensation coverage must also be provided.

TECHNICAL PROPOSAL must include evidence that the **LEAD CONTRACTOR** holds current insurance requirements in accordance with coverage and limits of liability as set forth under State Procurement Regulations under Section 12.107.13, "Responsibility for Damage Claims".

At the point of award, individual insurance documentation provided by **LEAD CONTRACTOR** and **LEAD DESIGNER** must name the State of Rhode Island and the Department of Transportation and the Department of Environmental Management as "Additionally Insured", and a copy of the Endorsement of Additionally Insured must also be provided.

3.7 *RFP SUBMISSION REQUIREMENTS AND DUE DATE*

TECHNICAL PROPOSAL ("Original" plus NINE (9) COPIES) and a *separately sealed* PRICE PROPOSAL (THREE (3) "HARD" COPIES) are to be submitted simultaneously.

The RIDOT requests that the **TECHNICAL PROPOSAL** be submitted not only in hard copy form but also on **CD-ROM**. Clearly labeled CD ROM should be attached to the **inside cover of each Technical Proposal submission**. The RIDOT recommends that the electronic version of said Proposals be submitted in **Adobe PDF format.**

All **TECHNICAL** and **PRICING** documentation must be included in separately sealed envelopes properly labeled as to content, bid no and project description.

Requested documentation is to be either mailed or hand-delivered in a sealed package marked **"BID 7449444 – DESIGN/BUILD Services for the Replacement of Arcadia Management Area Bridges, Exeter, RI** by **AUGUST 15, 2012 no later than 11:30 A.M.** to:

BY COURIER OR MAIL:
RI Department of Administration
Division of Purchases (2nd fl)
One Capitol Hill
Providence, RI 02908-5855

NOTE: Proposals received after the above-referenced due date and time will not be considered.

3.8 *WITHDRAWAL OF PROPOSALS*

A Proposal may be withdrawn at any time prior to the scheduled due date by means of a written request signed by the authorized representative of the D/B Team. Such written request shall be delivered to the RI Department of Administration at the address cited in the above Section 3.7. The withdrawal of a Proposal will

8.3 *ETHICS IN PUBLIC CONTRACTING ACT*

RIDOT may, in its sole discretion, disqualify the Respondent from further consideration for the award of the Design-Build Contract if it is found after due notice and examination by RIDOT that there is a violation of the RI Code of Ethics, Chapter 36-14.1 of the Rhode Island General Laws or any other statute involving the Respondent in the procurement of the contract.

8.4 *REQUIREMENT TO KEEP TEAM INTACT*

The team proposed by the Respondent, including but not limited to the lead contractor, the lead designer, Key Personnel, and other individuals identified in the Respondent's response to the RFQ for this project, shall remain on the Respondent's team for the duration of the procurement process and, if the Respondent is awarded the Design-Build Contract, the duration of the Design-Build Contract. If extraordinary circumstances require a proposed change, it must be submitted in writing to the RIDOA. The Department will determine whether to authorize a change. Unauthorized changes to the Respondent's team at any time during the procurement process may result in the elimination of the Respondent from further consideration.

8.5 *REQUEST FOR DEBRIEFING*

According to State policy an unsuccessful respondent can submit to the State Purchasing Office an Access to Public Records Act (APRA) request form to review the SOQ evaluation file after contract award.

9.0 DESIGN-BUILDER'S SCOPE OF WORK

The PROJECT is located in the state–owned Arcadia Management Area (North-Route 165) in Exeter, Rhode Island and includes the design and construction of replacement structures for the following THREE (3) existing bridges described as follows:

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- **Midway Bridge**: This bridge includes one span, approximately 32 feet long and 16 feet wide, steel stringers with wood plank decking and wooden railings; abutments and walls are primarily stone masonry with some concrete masonry.

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August 2, 2012
STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
DEPARTMENT OF TRANSPORTATION

BID NO. 7449444

NOTICE TO PROSPECTIVE RESPONDENTS

ADDENDUM NO. 8 – Prospective Respondents are hereby notified of the following clarifications with regard to the Request for Proposals for **DESIGN/BUILD Services for the Replacement of the Arcadia Management Area Bridges located in Exeter, RI**. This Addendum shall be incorporated in the Respondents' Technical Proposal, and shall become an integral part of the final Contract Document.

A. REQUIRED REPORTING FORMS

1. Delete Form L in its entirety and replace it with revised Form L (R-1) attached to this Addendum No. 8. Descriptions of items have been revised.

8/2/12

Kazem Farhoumand, P.E. DATE
Chief Engineer

FORM L

(R-1)

Bid No. 7449444 - Design/Build Services for
Replacement of the Arcadia Management Area Bridges

Price Proposal				
Item No.	Description	Unit	Price (words)	Price (numbers)
D-1	Preliminary Engineering	LS		$
D-2	Historical/Enviromental Coordination	LS		$
D-3	Foundation/substructure Design Bridge No. 784	LS		$
D-4	Foundation/substructure Design Bridge No. 787	LS		$
D-5	Foundation/substructure Design Bridge No. 788	LS		$
D-6	Superstructure Design Bridge No. 784	LS		$
D-7	Superstructure Design Bridge No. 787	LS		$
D-8	Superstructure Design Bridge No. 788	LS		$
D-9	Profile/Highway Design Bridge No. 784	LS		$
D-10	Profile/Highway Design Bridge No. 787	LS		$
D-11	Profile/Highway Design Bridge No. 788	LS		$
D-12	Design of culvert south of Frosty Hollow Bridge	LS		$
C-1	Mobilization	LS		$
C-2	Site Prep Bridge No. 784	LS		$
C-3	Site Prep Bridge No. 787	LS		$
C-4	Site Prep Bridge No. 788	LS		$
C-5	Demolition Bridge No. 784	LS		$
C-6	Demolition Bridge No. 787	LS		$
C-7	Demolition Bridge No. 788	LS		$
C-8	Foundation/substructure Bridge No. 784	LS		$
C-9	Foundation/substructure Bridge No. 787	LS		$
C-10	Foundation/substructure Bridge No. 788	LS		$
C-11	Superstructure Bridge No. 784	LS		$
C-12	Superstructure Bridge No. 787	LS		$
C-13	Superstructure Bridge No. 788	LS		$
C-14	Roadway Approaches Bridge No. 784	LS		$
C-15	Roadway Approaches Bridge No. 787	LS		$
C-16	Roadway Approaches Bridge No. 788	LS		$
C-17	Replace culvert south of Frosty Hollow Bridge	LS		$
Total Cost of Project:(Bidder shall specify price in both words and numbers)				$

D: Denotes Design Items; C: Denotes Constructions Items

Owner/President Signature: _____ Date: _____

Address: _____

_____